

FORD 3000







NEW-SIZE FORD
3000

**Rugged 2-3 plow power...
and weight to use it**

With a powerful new engine—and weight to make the most of it—the all-new Ford 3000 gives you more of the things you need most . . . *dependability* to go and keep going . . . *versatility* to quickly fit every job . . . *durability* to save annual operating and maintenance costs.

You'll be proud to own this new-size Ford . . . prouder still of the way it handles, the work it does. Try it on heavy tillage with two or three plows, put it on PTO work . . . it's all-tractor, all-Ford . . . and probably the finest cost-saver you've ever seen in the 3-plow class.

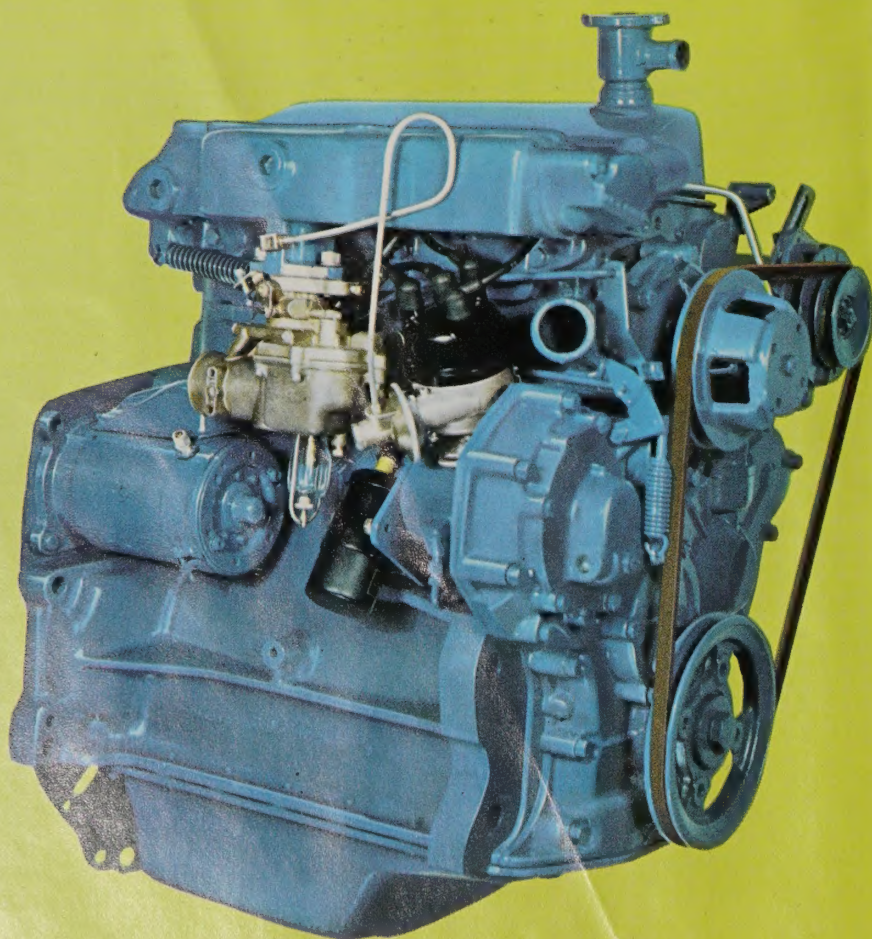
RUGGED POWER

All new, all diesel brute

- Smooth running, 3-cylinder engine.
- More engine per dollar. Shorter block and crankshaft have tremendous rigidity and strength. Fewer components lower maintenance costs.
- Modern design, without cylinder liners, adds strength while speeding heat dissipation.
- Large-bore cylinders, short-stroke, and big-diameter valves step up efficiency.

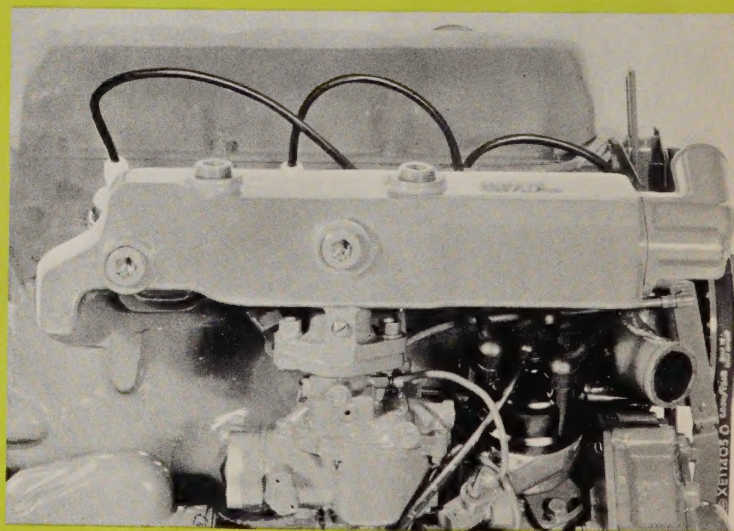
These are the world's newest tractor engines . . . designed from the start for farm use under what has probably been the world's most intensive tractor engine development program. Their brute strength, heavy weight, exceptional lugging ability, and very high efficiency put them in a class by themselves.

Every detail adds to engine life. Exhaust valves have positive rotators; all valve seats have hardened inserts. Large diameter valves assure ample fuel-air charges and fast, efficient exhaust gas removal. The air intake is located forward, above the dust zone.



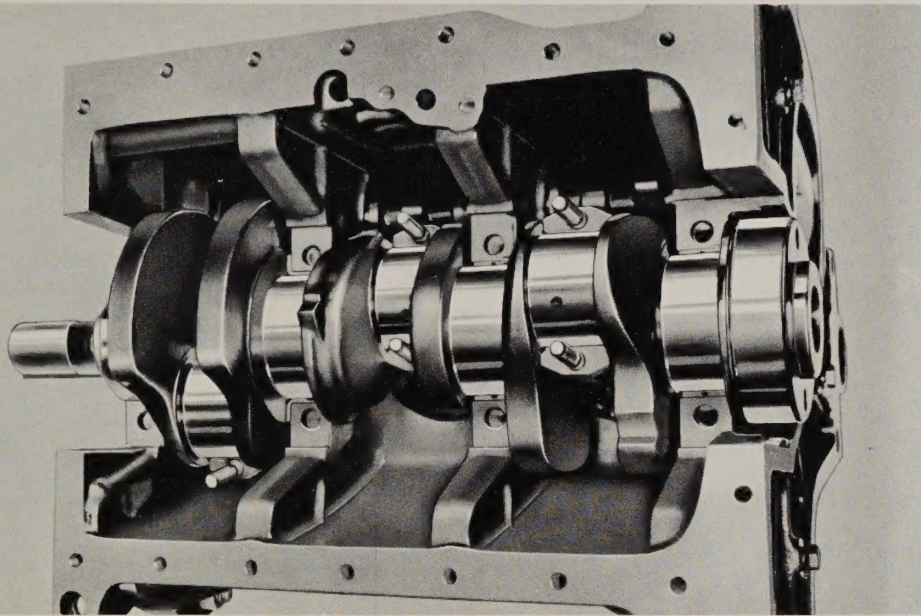
GASOLINE ENGINE

Designed originally as a diesel, this compact, ruggedly built three-cylinder engine operates with outstanding efficiency. Rigorous tests have proved its unusual fuel economy, along with its ability to work and last under all kinds of widely varying conditions.



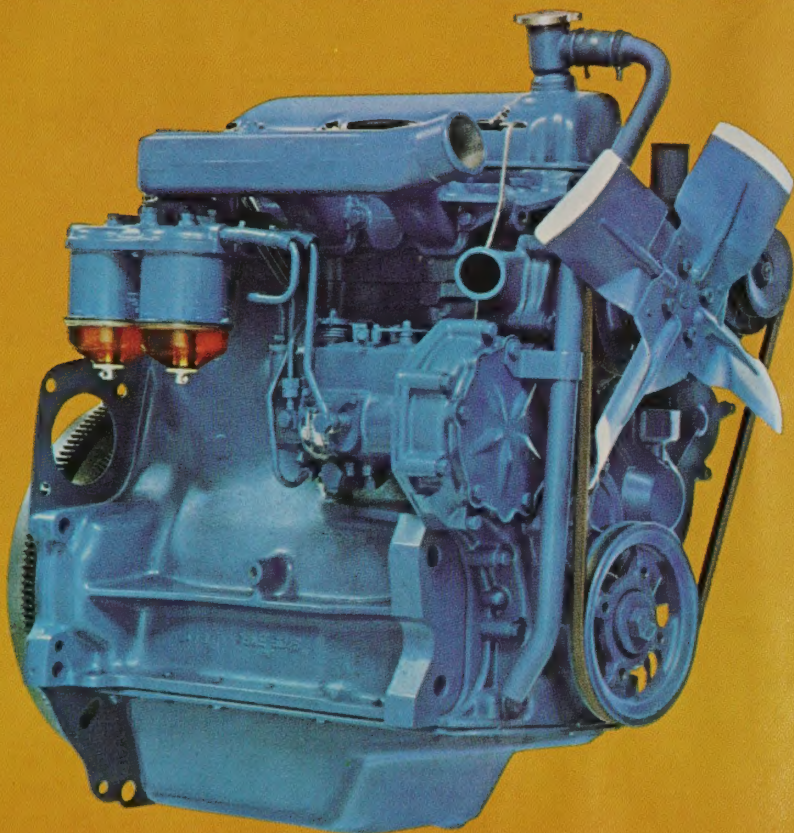
TEMPERATURE-CONTROLLED INTAKE MANIFOLD. The unique intake manifold helps get top performance from this all-new gasoline engine. Hot weather or cold, you get efficient response from a Ford 3000. Temperature control makes the difference.

tractor.... strength in every engine

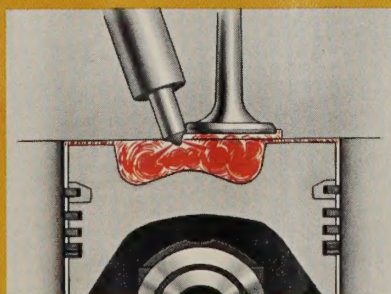


RUGGED STRENGTH. Notice the short, heavy crankshaft. It provides extreme strength and rigidity. Four extra-large main bearings are buttressed in thick, heavy webs extending the full width of the block.

Deep skirts with heavy ribbing also give the block tremendous rigidity. Wide, thick flanges provide a strong seal wherever two parts bolt together. Engine block strength is so great, no supporting frame is needed.



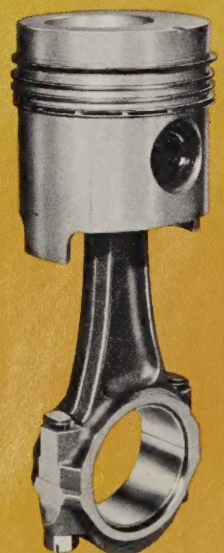
FORD "POWER PEAK" SWIRL CHAMBER. Hundreds of shapes were tested before Ford engineers perfected the "Power Peak" swirl chamber. A machined air passage at each intake valve starts air swirling. The cone-shaped power peak is recessed in the top of the piston to aid thorough fuel-air mixing.



DIESEL ENGINE

ALL-NEW ALL-TRACTOR ENGINES. Designed with massive block and crankshaft, Ford tractor engines have fewer and stronger parts that provide greater lugging power and longer service life.

HEAVY-DUTY PISTONS. Compare this piston assembly with any you've ever seen in a tractor engine! The short, heavy connecting rod with over-size piston pin typifies the extra strength throughout the engine. Special hardened top ring-groove insert resists heat and wear so well it can double ring life. It provides a tough groove for the top compression ring, holds it square to prevent "pounding out." All rings except lower compression ring are chrome-faced for maximum life.



Choose from 3 efficient TRANSMISSIONS

Choose the transmission that best fits the work your New-Size Ford 3000 will do: power-shift Select-O-Speed is ideal on farms with lots of PTO work; dual-range eight-speed transmission provides a wide range of working speeds; or for greatest economy, select the rugged four-speed transmission. No other tractor in its class can offer you so wide a choice.



1 Power-shift SELECT-O-SPEED

Select-O-Speed is an all-gear transmission, hydraulically shifted between any of ten forward gears. Shifting is instant, effortless—done without stopping, without clutching. Select-O-Speed lets you match work load and travel speed to engine power, *on-the-go*—gets more work-power out of horsepower.

FORD 3000 SELECT-O-SPEED TRANSMISSION				
Gear	1000 rpm mph	1500 rpm mph	1800 rpm* mph	2100 rpm mph
1	0.5	0.7	0.8	1.1
2	0.7	1.0	1.2	1.5
3	0.8	1.2	1.4	1.7
4	1.1	1.7	2.0	2.4
5	1.8	2.7	3.3	3.8
6	2.3	3.5	4.2	4.8
7	2.7	4.1	4.9	5.7
8	3.4	5.1	6.2	7.2
9	5.5	8.3	10.0	11.6
10	8.2	12.3	14.7	17.2
R1	1.6	2.4	2.9	3.4
R2	2.3	3.5	4.2	4.8

2 Dual-Range 8-SPEED

This all-new transmission has four gears in low range providing speeds of $1\frac{1}{4}$ to 5 mph. High range gives you four more from 6 to $18\frac{1}{2}$ mph. You'll like the dual-range feature that gives you a wide latitude of speeds with a minimum of range selector shifting.

FORD 3000 8-SPEED TRANSMISSION				
Gear	1000 rpm mph	1500 rpm mph	1800 rpm* mph	2100 rpm mph
1	0.8	1.2	1.5	1.7
2	1.0	1.5	1.8	2.1
3	1.8	2.7	3.3	3.8
4	2.4	3.6	4.4	5.1
5	2.9	4.4	5.2	6.1
6	3.6	5.4	6.5	7.6
7	6.4	9.6	11.5	13.4
8	8.7	13.1	15.7	18.3
R1	1.2	1.8	2.1	2.5
R2	4.2	6.3	7.5	8.8

3 Economy 4-SPEED

Standard equipment on the 3000, this simple, low-friction constant-mesh transmission gives you a good combination of working speeds and power for conditions not requiring a wide range of travel speeds. Shifting is smooth and easy. Here's a transmission that's rugged and dependable for real cost-saving performance.

FORD 3000 4-SPEED TRANSMISSION				
Gear	1000 rpm mph	1500 rpm* mph	1750 rpm mph	2100 rpm mph
1	2.0	3.0	3.5	4.2
2	2.4	3.6	4.2	5.0
3	3.5	5.3	6.2	7.4
4	7.4	11.1	12.9	15.5
Rev.	2.1	3.2	3.7	4.4

*Engine speed at 540 PTO rpm



and you have a choice of **POWER TAKE-OFF** depending upon the transmission you choose

1 COMPLETELY INDEPENDENT with Select-O-Speed. Independent of all but the tractor's engine, this hydraulically controlled power take-off can be stopped or started at any time, and power flow is uninterrupted when shifting gears. Power take-off work is always under full control with independent PTO.

Ground speed drive—The independent PTO also is available with ground drive, which relates PTO rpm directly to the forward speed of the tractor. 540 and 1000 rpm shaft speeds can also be selected when required.

The transport disconnect allows the use of ground drive PTO to drive high speed stationary units. Shaft speeds can range from 400 to 2600, depending on transmission gear and engine rpm used.



2 LIVE PTO with dual range 8-speed. A two-stage clutch pedal controls power to the rear wheels and PTO shaft. Depress clutch half way to stop tractor travel while PTO keeps running. Step down all the way, both stop. Live 540 rpm PTO helps you handle difficult crop conditions, reduces plugging of PTO machines.



3 TRANSMISSION-DRIVEN PTO with 4-speed or 8-speed. When 540 rpm power take-off is required only occasionally, the transmission PTO brings you greatest economy. Controlled with engine clutch, ground travel and PTO stop and start together. It's standard with 4-speed transmission, available with the 8-speed transmission.

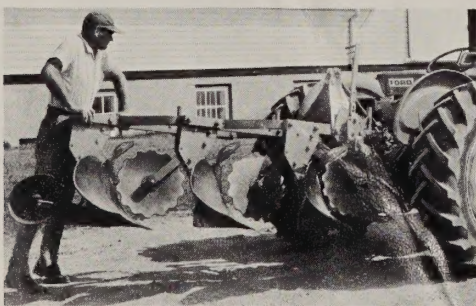




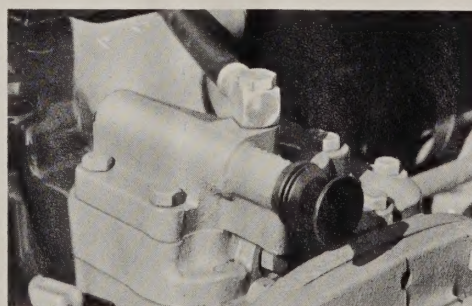
ADVANCED HYDRAULICS with double-acting draft control

Now you get superior traction and implement operation with Ford's advanced hydraulic system. On the 3000, the double-acting top link responds to *both* compression and tension from the mounted implement, effectively preventing big, heavy implements from "burying" themselves in soft soils.

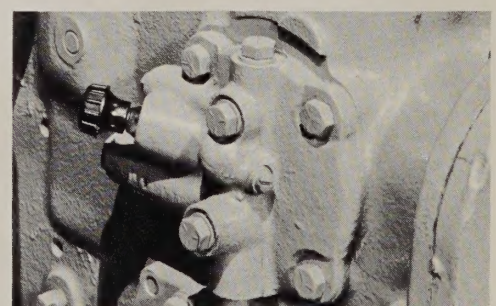
With this system, you also have position control, with implement maintaining a fixed position in relation to the tractor. Light draft implements working on level land maintain their working depth regardless of variations in draft. A simple lever selects position control or draft control.



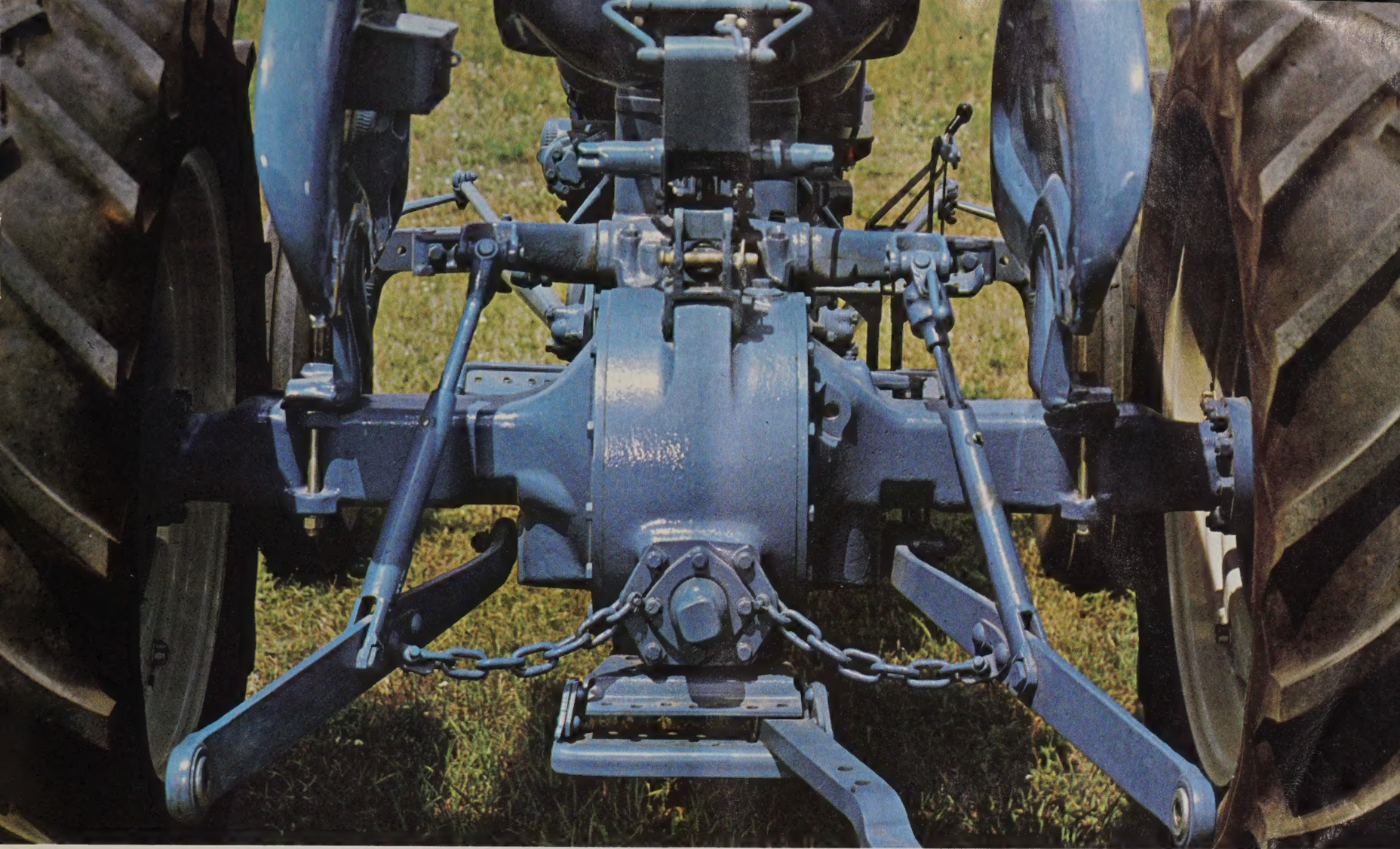
BIG LIFT CAPACITY. It's easy to lift heavy mounted plows, disc harrows, big 4-row mounted corn planters, etc., with the 3000's efficient, responsive hydraulic system. The system is live, and provides up to 1700 pounds of 3-point hitch lifting force 24 inches to the rear of the linkage hitch points.



REMOTE CONTROL VALVES (accessories). A 3-way auxiliary services control selector valve is available to supply either the main ram cylinder or a single-acting remote cylinder, or both at the same time. Other optional extras include remote control valves for single or double-acting cylinders.



ADJUSTABLE DRAFT REACTION. An oil flow control valve enables you to adjust the reaction of the draft control system—tailoring the rate of response to suit the weight of the implement and soil conditions. It helps you get precise response, even in light, sandy soil conditions.



Strong axles and **FINAL DRIVE** take heavy loads, rough terrain



Special high-strength steel is used in the single reduction final drive and axle shafts. Also, the rugged housings have an extra margin of strength for heavy mounted equipment, and add substantially to total tractor weight.

LARGE SELF-ENERGIZING BRAKES. These dependable over-size brakes provide quick, smooth braking action. With big 14-inch diameter cast iron drums, they hold and last.

WIDE RANGE OF WHEEL TREAD ADJUSTMENT. Wheel tread adjustment fits the row spacings most farmers want—52 to 76 inches for rear wheels; 52 to 80 inches in front. Manual adjustment is standard, power-adjusted rear wheels are optional.

DIFFERENTIAL LOCK AVAILABLE. Optional on the 3000 to help you keep loads moving through wet, muddy or slippery spots. Engages by means of convenient heel-operated pedal.

PLENTY OF CLEARANCE. There's approximately 21 inches of crop clearance under the front and rear axles. Permits easy cultivation of tall, tender row crops.



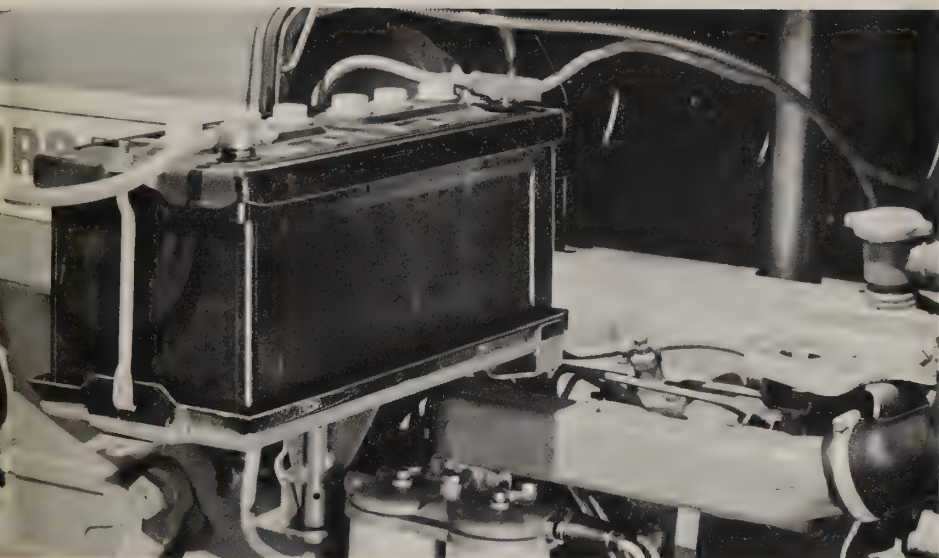
The comfort and convenience



Farm families have long preferred easy-driving, highly maneuverable Ford tractors. These New-Size Ford 3000's continue this tradition, and bring you even more of the features that make tractor work easier and more profitable.

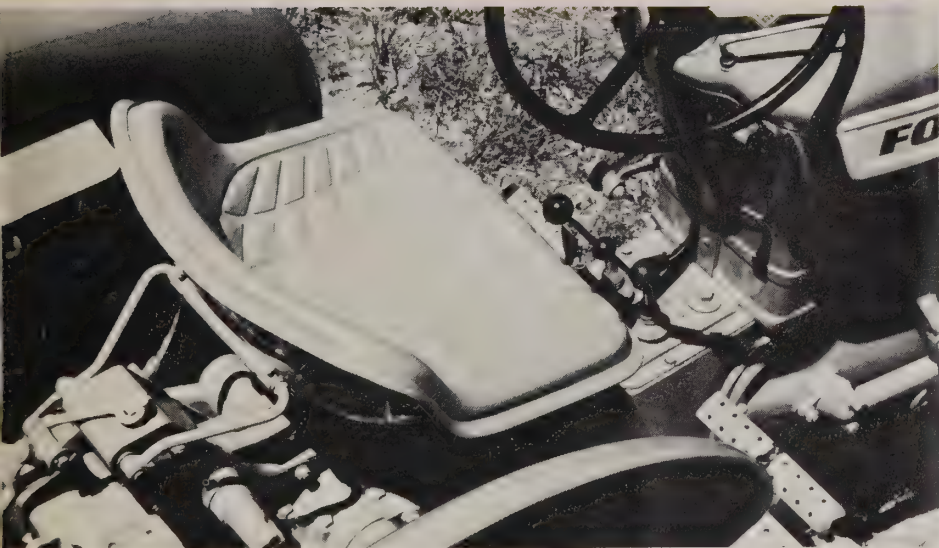
Now is the time to take command of one of the most comfortable tractors you've ever tried. The feel of the wheel, the handy controls, the clean design, roomy foot plates and comfortable seat are all yours for easier farming.

you expect from **FORD**

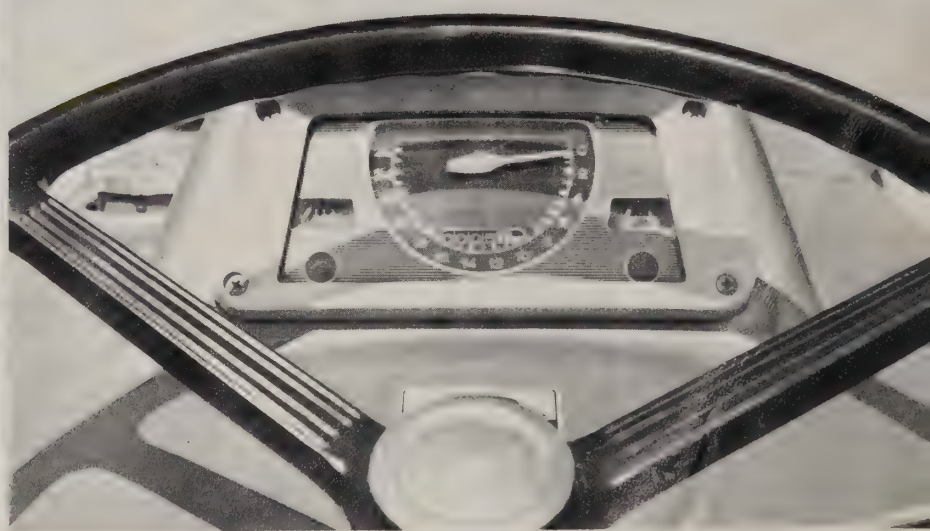


◀ **SWING-OUT BATTERY HOLDER** is standard equipment. Mounting tray swings out from its position above the engine for easy battery inspection and servicing. Also improves engine accessibility.

POWER TAKES WORK OUT OF STEERING (optional). Regular automotive-type steering easily handles the new-size Fords on many operations. Power-assist steering, a big advantage in soft, loose soil and with front-mounted equipment, is available. This simplified system has its own gear-driven pump, flange-mounted on the engine. Since no belts are required, maintenance is at a minimum. ▶



▲ **CUSHIONED FOR COMFORT**, this adjustable, contour-shaped seat (optional) is available for day-long driving ease. It provides comfortable support for your back, pivots up and back when you want to stand, and may be adjusted for operator height and weight.



▲ **EASY-TO-SEE INSTRUMENTS**. Conveniently grouped instruments are mounted in an illuminated panel. Included are fuel gauge, coolant temperature gauge, oil pressure and generator warning lights. Tachometer shows engine speed and hours of operation.



GET YOUR TRACTOR EQUIPPED for your exact needs



From irrigated desert to frigid Arctic regions, Ford tractors must start, keep going, and finish work on schedule. To provide most efficient performance, special accessories are available. You decide which fits your needs best, and order your tractor equipped just the way you want it.

CATEGORY I CONVERSION TO CATEGORY II LINKAGE. Category I is standard, but you can get a Category II conversion kit and easily make the change if you ever have need to use Category II implements with the 3000.

CHOICE OF DRAWBARS. The regular swinging drawbar is standard equipment. Linkage drawbar and draft arm stabilizer bars are available as accessories.



FRONT WHEEL WEIGHTS

WHEEL AND FRONT-END WEIGHTS (Accessories)

Weights can provide the extra traction you may need to supplement unusually efficient weight-to-power ratio in the new-size Fords. Each rear wheel may be fitted with one or more disc-shaped, 80-pound weights. In addition, two 45-pound segmented weights add a total of 90-pounds to each front wheel. Bumper weights in 100-pound segments are available for use on tractors equipped with front bumpers.

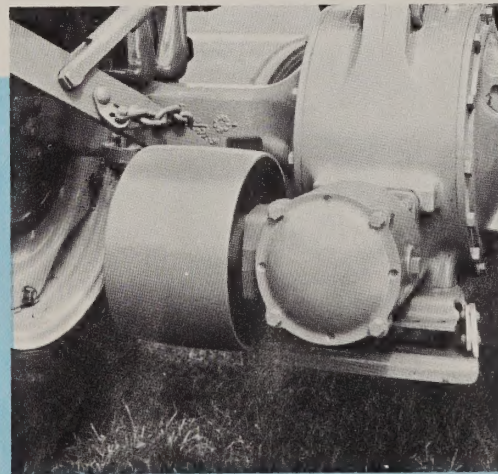
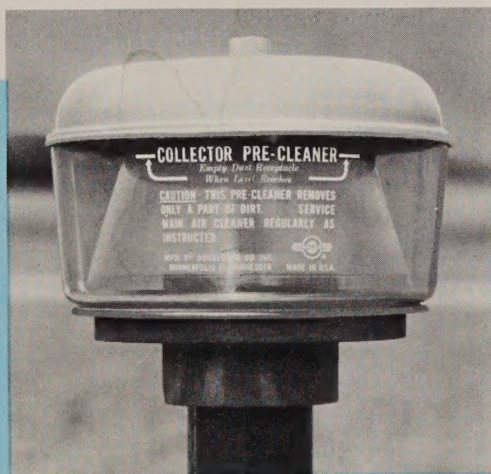


FRONT BUMPER WEIGHTS



REAR WHEEL WEIGHTS

PRE-CLEANER (accessory). Provides valuable engine protection under dusty conditions. Clean air increases engine life.



BELT PULLEY (accessory) meets ASAE standards, quickly attaches to the rear PTO for a convenient belt drive.

For complete list of available equipment, see specifications headings FACTORY INSTALLED OPTIONS and ACCESSORIES.

SPECIFICATIONS

Ford 3000 All-Purpose Tractor

ENGINE

	GASOLINE	DIESEL
Horsepower (1)	39.1	39.4
No. cylinders	3	3
Displacement, cu. in.	158	175
Bore and stroke, in.	4.2 x 3.8	4.2 x 4.2
Compression ratio	8.0:1	16.5:1
Rated rpm	2,100	2,000
Piston speed, fpm (at rated rpm)	1,265	1,400
Starting	Thermostart standard with diesel Select-O-Speed; optional with diesel 4-speed and 8-speed transmissions.	

CAPACITIES

Fuel tank, gal	13
Transmission, qt	
4-speed	6.6
Dual-range 8-speed	13.2
Select-O-Speed	11
Crankcase, qt	8
Differential, qt	25.2
Cooling system, qt	13.8

DIMENSIONS

Length, in.	127
Height, top of hood, in.	54
Wheelbase, in.	75.8
Wheel tread, in. front	52 to 80
Rear, manual adjusted	52 to 76
Rear, power adjusted	52 to 80
Turning radius, brake locked,	
52 in. tread, ft	9.75
Clearance, front axle, in.	21.5
Clearance, under	
transmission, in.	13.3
Shipping weight (Includes oil, coolant and 7 gal fuel), lb	3,790

LIVE HYDRAULICS

Pump, gpm	4.8 @ 2,000 engine rpm @ 2,000 psi
Hitch (3-point)	Category I standard Category II conversion kits available
Draft control	Dual-sensing top link
Flow control	Standard

TRANSMISSIONS AND PTO

Four-speed, manual shift	Transmission driven PTO, standard
Eight-speed, dual-range, manual shift	Transmission or live PTO, optional
Ten-speed, power shift	Independent 540 rpm PTO standard. Available with 540-1,000 rpm and ground speed drive.

BRAKES

Expanding shoe, 14 in. drum

ELECTRICAL SYSTEM

12-volt, 80 amp hr battery, gasoline; 128 amp hr. diesel. 22 amp generating system

TIRES

Std. Front 5.50-16 4 ply F2
Rear 12.4-28 4 ply R1
Opt. Front 6.00-16 4 ply F2
Rear 13.6-28 4 ply R1
14.9-24 4 ply R1
16.9-24 6 ply R3

INSTRUMENTS AND LIGHTING

Lighted instrument panel
Tachometer
Fuel gauge
Water temperature gauge
Warning lights, oil pressure and generator
Two headlights
Taillight
Work light with switch (2)
Implement warning light (2)

OTHER STANDARD EQUIPMENT

Pressurized cooling system with thermostatic control
Swinging drawbar
Tool box
Dual fuel filters, (diesel)
Dry type air cleaner (gasoline), oil bath (diesel)

OTHER SPECIAL EQUIPMENT (2)

Power adjusted rear wheels, 28-in.
Hydraulics:
 Auxiliary service valve
 Remote control valves, one- and two-spool
 Remote cylinders
Differential lock
Power assist steering
Air pre-cleaner bowl and long stack (diesel)
Swinging drawbar clevis
Linkage drawbar and stabilizers
Foot accelerator
PTO guard
PTO belt pulley
Front bumper and weights
Front and rear wheel weights
Grease gun and holster
Tire pump (spark plug type)
Cab with canvas top
Horizontal exhaust
Deluxe seat

(1) Maximum observed PTO hp with 4-speed transmission
(2) Optional at additional cost

Design, materials and/or specifications are subject to change without notice and without liability therefor.

See the other **NEW-SIZE FORDS**



NEW FORD 2000

Two-plow tractor. 30.5 hp* with gasoline engine. Diesel engine available.



NEW FORD 4000

Three-four plow tractor. 46.7 hp with diesel engine.† Row Crop and All-Purpose models available. LP-Gas option with all-purpose models.



NEW FORD 5000

Full four-plow tractor. 55.9 hp with diesel engine.† Gasoline model with 60.3 hp† available.



AND THE BIG FORD COMMANDER 6000

Full five-plow tractor with 66.9 hp.* All-Purpose and Row Crop models; diesel, gasoline and LP-gas fuel options.

*Maximum observed PTO hp
†Maximum observed PTO hp, 8-speed transmission

FORD 2-3 PLOW 3000



YOUR FORD TRACTOR AND EQUIPMENT DEALER

